

Vision Zero Place OSC Recommendation Update

Recommendation	Update 17.06.25
<p>1. That the Council should work to establish a partnership board to monitor progress on Vision Zero with Thames Valley Police being fully involved as a key partner.</p>	<p>The update from the previous recommendation response still is very much the case: Thames Valley Police (TVP) are involved in with OCC with the delivery of road safety across Oxfordshire, both operationally and strategically. The update from the previous recommendation response still is very much the case:</p> <p>TVP have always been one of our Vision Zero Partners and have a standing invite to our OCC Vision Zero Streeting Group, as well as our Vision Zero Wider Stakeholder Group.</p> <p>CC VisionZero Road Safety Leads are also members of the TVP lead Thames Valley Road Safety Working Group, which meets every six months, and chaired by Thames Valley Police Detective Chief Inspector (Road Policing) The Group meeting is attended by road safety officers and representatives from all the other local authorities in the Thames Valley area. This forum is used as an opportunity for OCC and other local authorities to engage with Thames Valley Police on operational road safety matters. It provides OCC the opportunity to engage with TVP, share any road safety issues or enforcement concerns, discuss specific locations of concern, and learn about what else is happening regarding TVP road safety enforcement across the Thames Valley area.</p> <p>TVP is involved in joint road safety operations with Oxfordshire Fire and Rescue, such as holding 'Be Bright, Be Seen' and Vision Zero Road Cycle Safety events.</p> <p>The main update since the previous recommendation update is that since publishing their own Road Safety Strategy, Thames Valley Police have also stood up their Thames Valley wide Road Safety Partnership Group Meeting. OCC is member of the Group, along with road safety representatives from all Thames Valley Councils, including front line services. This forum is used as an opportunity for OCC and other local authorities to engage with Thames Valley Police on strategic road safety matters.</p>

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<p>2. That the Council should continue to engage with Thames Valley Police in order to encourage enforcement of speed limits.</p>	<p>The update from the previous recommendation response still is very much the case:</p> <p>OCC continues to engage with TVP to encourage the enforcement of speed limits in several ways. There are the day-to-day operational highway management discussions that take place between OCC, Oxfordshire Fire & Rescue service and TVP and these include the enforcement of speed if required.</p> <p>TVP is also always a statutory consultee on Vision Zero and OCC's highway scheme consultations, including highway schemes, and where there are speed limit changes.</p> <p>Commitments have also been made by TVP for partnership working with OCC into the installation of new speed enforcement equipment, including average speed camera systems.</p> <p>Detailed work is in progress for the provision of a combined speed and red-light safety camera system at A40 Oxford Northern Bypass, at its junction with Barton Fields Road, as well as an Average Speed Camera scheme for the A420. It is expected this will be delivered in 2025/26.</p>
<p>3. That the Council should identify additional powers that would support delivery of responsibilities and Vision Zero ambitions and request of the Secretary of State for Transport that Government considers implementing them.</p>	<p>The update from the previous recommendation response still is very much the case:</p> <p>Via the Vision Zero programme, Oxfordshire Fire & Rescue are engaging nationally on the discussions with Central Government regarding support for Graduated Licences for young drivers. The high proportion of young drivers involved road safety incidents could be reduced via the on benefits of Graduated licences, but further evidence is needed to support discussions both nationally and at Central Government.</p> <p>OCC are also still awaiting further guidance from Central Government on the potential change for single carriageway speed limits; so far nothing in 2025 has yet been issued.</p> <p>The government is also emphasising that 20mph speed limits should be used where they are needed and supported by local communities, which very much the approach that OCC has taken to implementing the 20pmh programme.</p> <p>There will be an annual review report submitted to Cabinet (Q4'25) on the VisionZero Programme, and we will identify additional local authority powers following that as the annual review report will provide the data and evidence on the areas where additional powers would have the most benefit for VisionZero delivery.</p>

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<p>4. That the Council should engage with other local authorities particularly those with similarly diverse counties and learn from them as well as to take learning from best practice in other authorities.</p>	<p>OCC road safety leads continue to engage with other local authorities regarding road safety; as detailed in the previous recommendation update; There is road safety engagement with other local authorities operationally on a day-to-day basis, OCC Vision Zero leads also engage formally and strategically with Thames Valley's local authorities through the Thames Valley Road Safety Group led by TVP.</p> <p>The Vision Zero Programme has also recently stood up a new Workshop Group that is called the Urban / Rural Road Safety Group, that is focused on looking at Road Safety concerns for each of Oxfordshire's 5 areas in turn. Local Cllrs are being invited to these workshops to talk through their sites of road safety concerns in more detail.</p>
<p>5. That the Council should add greater emphasis on the five pillars as integral to the Vision Zero Key Areas</p>	<p>The update from the previous recommendation response still is very much the case, and in addition to this, the Vision Zero Programme is also focusing on Safe Speeds as one of the most effective ways to reduce road safety incidents across Oxfordshire.</p> <p>As part of the Vision Zero Speed Management Schemes work for 2025/26, there are a number of speed management schemes being developed for the <i>A and B Roads – Speed Limit Review</i>. This review is looking at all A and B roads across Oxfordshire in a phased approach, to ensure parity across Oxfordshire. The initial schemes will be reviewing the A361, A417, A418, and the A413. The intention is to, over the course of the year, review all the main A and B roads for speed road safety improvements.</p>
<p>6. That the Council should ensure that its Vision Zero ambitions should be led by evidence and not be overly focused on behaviour</p>	<p>The update from the previous recommendation response still is very much the case, OCC uses TVP STATS19 road safety incident data as the basis for the road safety analysis which informs the Vision Zero Programme. The data is analysed to understand if there have interactions between road users, and why they have occurred. The data also provides confidential information on the causes of incidents if this has been reported on by TVP.</p> <p>OCC has also developed the new traffic and road safety scheme prioritisation framework which will include consideration of the benefits of the scheme in relation to all the LTCP key objectives, including road safety. This prioritisation framework has been used to analyse road safety information and LTCP objectives to develop the 25/26 Vision Zero schemes.</p>

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<p>7. That the Council should continue to prioritise its infrastructure projects on the basis of data and evidence, taking account of the insights of local members.</p>	<p>The update from the previous recommendation response still is very much the case, TVP's SATS19 road safety incident data goes through a process of analysis by the Vision Zero team to develop the VZ road safety schemes.</p> <p>The new Vision Zero Urban / Rural Road Safety Group is also being used to gather evidence on road safety concerns for each of Oxfordshire's 5 areas in turn. Local Cllrs are being invited to these workshops to talk through their sites of road safety concerns in more detail, and this information is being used in addition to TVP's STATS19 data to evidence sites of road safety concern.</p>
<p>8. That the Council should publish the danger hotspots on its website clearly linked to the underlying evidence.</p>	<p>The update from the previous recommendation response still is very much the case, we would like to suggest an amendment to the recommendation wording, as Vision Zero is aiming to establish clearer road safety language and understanding. It is proposed the recommendation be re-worded as: <i>'That the council should publish Oxfordshire's road safety sites of concern on its website providing information on the road safety incidents'</i></p> <p>Oxfordshire's road safety data is already publicly available via the website CrashMap (CrashMap - UK Road Safety Map). CrashMap can be accessed via OCC's website. Crash Map is an online platform where road collisions are published for the members of the public to see. This data provides the locations, incident type, and date of the collision but withholds any confidential information. With roads safety incidents the contributory factors of individual incidents will remain confidential, as in many cases it pertains to medical and personal information that cannot be shared.</p> <p>The Vision Zero Programme is also developing a Vision Zero website that will also reference CrashMap.</p>
<p>9. That the Council should publish the numbers of road deaths of children and teenagers, and also by sex, clearly linked to Vision Zero.</p>	<p>The update from the previous recommendation response still is very much the case, Road safety incident data on the number of road deaths of children, and also by sex is already published in OCC's road casualty reports (Road casualties Oxfordshire County Council). Child' casualties include those injured who are aged between 0 and 15, whilst 'adult' casualties include those who are aged 16 and above. STATS19 data does not however provide a 'teenage' data field.</p> <p>Feedback on the layout and contents of the previous Road Safety causality reports has been received, and the 2022 and 2023 road casualty reports have been re-designed to provide a more Vision Zero approach to road safety data analysis. The reports now provide greater theme analysis and more information on the causes of road safety incidents across Oxfordshire.</p>

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<p>10. That the Council should add SUVs and motorcycle categories to its safer vehicles section. It should also delineate the number and proportion of collisions involve SUVs</p>	<table border="1"> <tr> <td> <p>Car</p> <p>Taxi / Private hire car</p> <p>Van - Goods vehicle 3.5 tonnes mgw and under</p> <p>Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw</p> <p>Goods vehicle 7.5 tonnes mgw & over</p> <p>Goods vehicle - unknown weight</p> <p>M/cycle 50cc and under</p> <p>M/cycle over 50cc and up to 125cc</p> <p>M/cycle over 125cc and up to 500cc</p> <p>Motorcycle over 500cc</p> <p>Motorcycle - cc unknown</p> <p>Electric Motorcycle</p> <p>Pedal cycle</p> <p>Bus or coach (17 or more passenger seats)</p> <p>Minibus (8-16 passenger seats)</p> <p>Agricultural vehicle (include diggers etc)</p> <p>Ridden horse</p> <p>Mobility scooter</p> <p>Tram / Light rail</p> </td> <td> <p>The update from the previous recommendation response still is very much the case; currently, the category of the vehicle type recorded involved in a road safety incident is set by the national STATS19 road safety incident data set. The police are only able to use The STATS19 road safety vehicle type data in recording and sharing information about a road safety incident. The STATS19 road safety vehicle type data set is as follows (taken from National STAT19 form):</p> <p>The road safety incident data received from Thames Valley Police does not always indicate the make of the car involved in the incident or whether the vehicle is considered an SUV. As a result, it is not possible to give road safety incident figures on specific car vehicle types such as SUVs.</p> <p>Motorcycle data is recorded via the STAT19 data and is this reflected in OCC's road safety causality reports. Motorcyclists are considered vulnerable road users within OCC's highways and Vision Zero schemes, and focus is given to their road safety incident analysis.</p> </td> </tr> </table>	<p>Car</p> <p>Taxi / Private hire car</p> <p>Van - Goods vehicle 3.5 tonnes mgw and under</p> <p>Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw</p> <p>Goods vehicle 7.5 tonnes mgw & over</p> <p>Goods vehicle - unknown weight</p> <p>M/cycle 50cc and under</p> <p>M/cycle over 50cc and up to 125cc</p> <p>M/cycle over 125cc and up to 500cc</p> <p>Motorcycle over 500cc</p> <p>Motorcycle - cc unknown</p> <p>Electric Motorcycle</p> <p>Pedal cycle</p> <p>Bus or coach (17 or more passenger seats)</p> <p>Minibus (8-16 passenger seats)</p> <p>Agricultural vehicle (include diggers etc)</p> <p>Ridden horse</p> <p>Mobility scooter</p> <p>Tram / Light rail</p>	<p>The update from the previous recommendation response still is very much the case; currently, the category of the vehicle type recorded involved in a road safety incident is set by the national STATS19 road safety incident data set. The police are only able to use The STATS19 road safety vehicle type data in recording and sharing information about a road safety incident. The STATS19 road safety vehicle type data set is as follows (taken from National STAT19 form):</p> <p>The road safety incident data received from Thames Valley Police does not always indicate the make of the car involved in the incident or whether the vehicle is considered an SUV. As a result, it is not possible to give road safety incident figures on specific car vehicle types such as SUVs.</p> <p>Motorcycle data is recorded via the STAT19 data and is this reflected in OCC's road safety causality reports. Motorcyclists are considered vulnerable road users within OCC's highways and Vision Zero schemes, and focus is given to their road safety incident analysis.</p>
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<p>11. That the Council should set out, in as much detail as possible, information relating to the budget for this strategy and the costs associated with it, as well as the associated ongoing revenue costs.</p>	<p>Please see below for the Vision Zero Capital Budget Spend for last year 2024/25, and the spend being rolled over into 2025/26:</p> <table border="1" data-bbox="563 349 1425 1093"> <thead> <tr> <th>Programme / Cost code</th><th>2024 / 25 End of Year Actual</th></tr> </thead> <tbody> <tr> <td>Total Budget currently allocated</td><td>1,455,000.00</td></tr> <tr> <td>VZ Programme C.AT00801.01</td><td>-2,521.00</td></tr> <tr> <td>Cycle Safety & Connectivity C.AT00802.01</td><td>199,212.00</td></tr> <tr> <td>Corridor/Strategic Road Safety Improvements C.AT00803.01</td><td>37,638.00</td></tr> <tr> <td>Junction incidents hot spots (cluster sites) C.AT00804.01</td><td>288,571.00</td></tr> <tr> <td>Speed Management Programme C.AT00805.01</td><td>96,300.00</td></tr> <tr> <td>Safer Routes To School C.AT00806.01</td><td>302,070.00</td></tr> <tr> <td>Total Spend 2024 / 25 (Predicated forecast 2025 / 26)</td><td>921,270.00</td></tr> <tr> <td>Underspend 2024 / 25 Roll over into next year new total 2025 / 26 budget</td><td>533,730.80</td></tr> </tbody> </table>	Programme / Cost code	2024 / 25 End of Year Actual	Total Budget currently allocated	1,455,000.00	VZ Programme C.AT00801.01	-2,521.00	Cycle Safety & Connectivity C.AT00802.01	199,212.00	Corridor/Strategic Road Safety Improvements C.AT00803.01	37,638.00	Junction incidents hot spots (cluster sites) C.AT00804.01	288,571.00	Speed Management Programme C.AT00805.01	96,300.00	Safer Routes To School C.AT00806.01	302,070.00	Total Spend 2024 / 25 (Predicated forecast 2025 / 26)	921,270.00	Underspend 2024 / 25 Roll over into next year new total 2025 / 26 budget	533,730.80
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<p>12. That the Council should ensure that existing road layouts are considered as material planning considerations in its responses to applications for new residential developments</p>	<p>The update from the previous recommendation response still is very much the case;</p> <p>Existing road layout is considered as a material consideration when the OCC is assessing any planning application on its merits. To assist OCC with these assessments both National & Local Policies and Design Guidance are considered:</p> <ul style="list-style-type: none"> o Manual for Streets 1 and 2 o Local Travel Connectivity Plan (Part 2) o Street Design Guide o Design Manual for Roads and Bridges (DMRB) o National Planning Policy Framework (NPPF) <p>As part of a planning submission, any new proposed road layout is expected to be accompanied with a road safety audit. OCC's Transport Development Management (TDM) team ensure all planning submissions contain a road safety audit. Further information on how the TDM work with developers to ensure road safety is considered is detailed on the TDM webpages: Transport Development Management (TDM) Oxfordshire County Council Overview & Scrutiny Recommendation Response Pro forma 14</p> <p>Also, all new residential development road layouts have to be designed to have a speed limit 20mph. The new Vision Zero Checklist, which is due to be piloted, will also act as a way.</p>																				

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<p>13. That the Council should undertake a safety audit of past road safety initiatives to learn from what has – or has not – worked previously</p>	<p>The update from the previous recommendation response still is very much the case;</p> <p>There are two new processes that VisionZero leads are currently being developed that will support the analysis of road safety infrastructure schemes and it anticipated these will be in place by end of 2024: o The national GG119 Road Safety audit process is carried out as part of the design of road safety and highway schemes, and it is undertaken at key stages in the design, construction and early operation of a highway scheme. The road safety audits must be undertaken by qualified road safety engineers with experience of collision data analysis. At stages 1,2,3 the aim the audit is to identify the relevant road safety matters before implementation, and stage 4, which is carried out post scheme implementation, communicates any road collision data analysis. It is the stage 4 which provides the key evidence, data and learning on what has worked, or not worked with the scheme post implementation. Vision Zero leads are designing a supplemental road safety process where a scheme of any size, can be audited at any stage, and reviewed (stage 4).</p> <p>OCC Post Collision Review Group, with input from Oxfordshire Fire and Rescue Services and the Road Safety Foundation will be stood up in 2025. The Post Collision Review Group will analyse fatal road safety incidents and ensure the learning from them is shared within Vision Zero programme and the Fire and Rescue Services. This Review Group will be confidential and based upon the processes used by the NHS within child fatality reviews.</p>